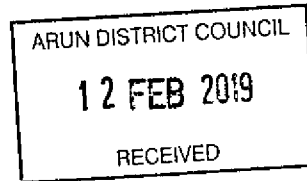


Woodside
Wandleys Lane
Walberton
Arundel
West Sussex
BN18 0QR



Planning Department
Arun Civic Centre
Maltravers Road
Littlehampton
BN17 5LF

10th February 2019

For the attention of Mrs A Gardener, Case Officer

Reference: WA/1/19/PL - Variation of condition 24 following the grant of WA/22/15/OUT (APP/C3810/V/16/3143095) to read 'No more than 150 units hereby permitted shall be occupied for more than two years lapse from the date of first occupation of the development (whichever is sooner) until the completion of the improvements to the A/27/A29 Fontwell Roundabout shown on Drawing Number 1186-05 REV A - Proposed Roundabout Improvements'.

Dear Mrs Gardener,

I write in connection with the above planning application and formally wish to register an objection in respect of this. It is very evident that the A29 / A27 roundabout at the northern end of Fontwell Avenue is already operating up to and beyond its capacity, especially at peak times.

Any casual observer can see that the queues on the approach roads are getting longer on a weekly basis. That is with the existing traffic levels and without any general increase in vehicle numbers or extra traffic which the proposed development would bring. The result of this congestion, which is obvious to local residents, is that more and more motorists are using roads such as Eastergate Lane and Wandleys Lane as a 'cut through' to avoid the roundabout itself. Even though these roads are subject to speed restrictions, these are frequently ignored by motorists and, regrettably, rarely enforced by the authorities.

Similarly, when events take place at Fontwell Racecourse it is not uncommon to see the roundabout completely gridlocked with northbound tailbacks on the A29 stretching back to Level Mare Lane. Indeed, at a recent event some friends of ours were inadvertently caught up in the traffic associated with an event at the racecourse and it took them 45 minutes to travel between the two roundabouts – a distance of some 650 metres.

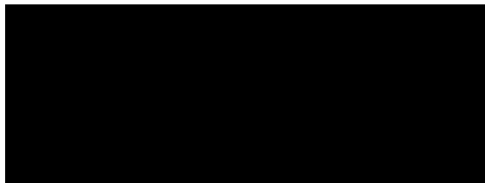
The developer makes assertions regarding traffic levels based on traffic modelling. Such statistical predictions are notoriously prone to being inaccurate. If one parameter in the modelling is incorrect, or changes over a period of time, then the statistical outfall is effectively invalid. To conclude that the occupation of 150 dwellings, which potentially could add anything between 250 and 500 or more vehicles to the road infrastructure, would have a negligible impact is flawed. Empirical evidence shows that the road system is getting overloaded already and adding to the

number of vehicles using the roundabout will make things worse. Improvements need to be made now to accommodate the existing traffic levels let alone any future ones.

It must also be considered, especially in these uncertain times, as to what would happen if the developer went into administration. Nothing is beyond possibility; who would have predicted that Carillion would have 'folded'. If the developer is permitted to build these dwellings and allow them to be occupied for up to two years with no improvement to the roundabout then, should the unthinkable happen, the financial assistance for the road improvements would be lost. This would not be the case if Condition 24 is left intact.

The planning condition (Condition 24) is a very sound one and was applied for good reasons. There has been no robust evidence provided to justify the relaxation of the condition and so it should remain in place and be applied so that both existing residents, as well as those seeking to move into the new development, will be able to travel without excessive delays.

Yours sincerely

A large black rectangular box redacting the signature of Martin R Sutton.

Martin R Sutton